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The second (p. 218) is,

Looking into the not very distant future, we can see the organization of our aeronautical resources so disposed that the minute war starts, our airships can cross the Atlantic Ocean within thirty-six hours, keep the whole area under observation and report anything that comes across it. They will be able to cross the Pacific in seventy-five hours or less, and do the same thing in that area.

Nevertheless, because of General Mitchell's authoritative position his book will have to be read when the real history of "Our Air Force" is written.

W. S. HOLT.

The Maritime History of Massachusetts, 1783-1860. By SAMUEL ELIOT MORISON. (Boston and New York: Houghton Mifflin Company. 1921. Pp. xviii, 401. \$5.00.)

THIS is a book Theodore Roosevelt would have liked. It is the narrative of a people who lived the strenuous life, who faced hardships with courage, who were never dismayed by adversity nor made soft by good fortune. It is the story of the merchants and seafarers of Massachusetts during the days of American shipping supremacy, when the sailing vessels of the Bay State made the American flag a familiar sight in all the seaports of the world.

Professor Morison gives a faithful account of all the maritime activities of Massachusetts from 1783 to 1860, tracing the record through alternating periods of depression and prosperity—the recovery following the Revolution, the rapid expansion of the early years of the Napoleonic wars, the ruin and devastation of the Embargo and the War of 1812, and the wonderful golden age of the sailing vessel, that reached its climax in the majestic clipper. No phase of seafaring activity is neglected. He shows how cod and mackerel were caught in nearby waters and on the Grand Banks; he takes us on voyages around the world with intrepid whale-hunters. He gives the details of the many branches of commerce—foreign trade with Europe and the Indies and the lands of the Pacific, coasting trade with the Middle Atlantic and the Southern States, and trade around the Horn with California and Oregon. He follows the varying fortunes of each village and city that drew its living from the sea. He takes us to the shipyards and shows us ships in the making under the watchful eyes of world-famous builders. He tells of the hardy seamen and captains upon whose resourcefulness and skill the success of all maritime venture ultimately depended. We see the opulent merchant princes of Salem and Boston directing their multifarious enterprises from wharf and counting-room, and we go to their homes to see the manner of their living, learning of their shrewdness and foresight, their politics and philanthropies, and not infrequently of sharp dealing and tight-fisted parsimony. And above all we learn of ships, from the light Chebacco

boat employed in local commerce and fishing to the tall graceful clipper driving before the wind under billows of canvas to sensational records of speed.

The story is told in vivid and picturesque language that brings out the romance and the color of what was one of the most colorful phases of the economic history of the United States. At a time when the great majority of the people were devoting their energies to exploiting the resources of the earth, a goodly portion of the inhabitants of Massachusetts still heeded the call of the sea, taking their sustenance from its waters or ranging over its surface to traffic and barter in every corner of the world. They were buyers and sellers of goods, but they were also dealers in romance and adventure and mystery. Professor Morison has caught the spirit of the people and of their time, and he has written with a heart that "giveth grace unto every art". The achievement for which he merits greatest distinction is the creation of the proper atmosphere for his tale. It is authentic history with the imaginative appeal of *Java Head* and *Moby Dick*.

The author has drawn his materials from a wide variety of sources, employing many documents hitherto unused for works of history. He has probably been a little careless in not observing the fact that Federal statistics of shipping from 1789 to 1793 are merely statements of tonnage entering or leaving American ports. The figures for 1789 are extremely low because Federal collectors did not begin work until after midsummer. In relying upon these figures as a measure of the increase of American tonnage he has unduly magnified the maritime progress of Massachusetts for the first years of the national period (pp. 96, 106, 166). He is also in error in stating that a law of 1817 required that two-thirds of the crews of American ships be citizens of the United States (p. 354).

A highly admirable feature of the book is the large number of excellent illustrations, most of which are reproductions of old prints and paintings of Massachusetts ships, captains, and merchants.

T. W. VAN METRE.

The Organization of the Boot and Shoe Industry in Massachusetts before 1875. By BLANCHE EVANS HAZARD, Professor of Home Economics in Cornell University. [Harvard Economic Studies.] (Cambridge: Harvard University Press; London: Humphrey Milford. 1921. Pp. x, 293. \$3.50.)

SEVERAL years ago Miss Hazard published in the *Quarterly Journal of Economics* an account of the organization of the boot and shoe industry in Massachusetts before 1875, which represented the results of six years' research in that field. She now publishes, as one of the *Harvard Economic Studies*, a maturer and more comprehensive monograph upon the same subject, based in part upon four years of later investigation. She thereby renders two important services to American economic history: